

**National Transportation Safety Board
Washington, DC 20594**

Brief of Accident

Adopted 10/26/1995

ATL95FA057									
File No. 483		03/03/1995		GAINESVILLE, GA		Aircraft Reg No. N227DM		Time (Local): 19:43 EST	
						Fatal	Serious	Minor/None	
Make/Model: CESSNA / 208B						Crew	2	0	0
Engine Make/Model: P&W / PT6A-114A						Pass	0	0	0
Aircraft Damage: Destroyed									
Number of Engines: 1									
Operating Certificate(s): None									
Type of Flight Operation: Personal									
Reg. Flight Conducted Under: Part 91: General Aviation									
Last Depart. Point: SAVANNAH , GA						Condition of Light: Night/Dark			
Destination: Same as Accident/Incident Location						Weather Info Src: Weather Observation Facility			
Airport Proximity: Off Airport/Airstrip						Basic Weather: Instrument Conditions			
						Lowest Ceiling: 200 Ft. AGL, Overcast			
						Visibility: 1.50 SM			
						Wind Dir/Speed: 090 / 005 Kts			
						Temperature (°C): 7			
						Obstr to Vision: Fog			
						Precipitation: None			
Pilot-in-Command		Age: 46				Flight Time (Hours)			
Certificate(s)/Rating(s)						Total All Aircraft: 2005			
Airline Transport; Flight Instructor; Multi-engine Land; Single-engine Land; Helicopter						Last 90 Days: 50			
Instrument Ratings						Total Make/Model: 201			
Airplane; Helicopter						Total Instrument Time: 320			

THE FLIGHT WAS EXECUTING THE NON-PRECISION NDB RWY 4 APPROACH, HAD REPORTED PROCEDURE TURN INBOUND, AND WAS CLEARED TO CHANGE TO ADVISORY FREQUENCY. WITNESSES OBSERVED THE AIRPLANE DESCEND OUT OF THE BASE OF THE OVERCAST CLOUDS IN A 10 DEG NOSE DOWN, 45 DEG LEFT WING DOWN ATTITUDE. THE AIRPLANE IMPACTED TERRAIN ABOUT 3/4 MI SSE OF THE AIRPORT. WITNESSES IN THE AREA REPORTED THAT THE WEATHER WAS CEILINGS OF ABOUT 100 FT AND VISIBILITY OF ABOUT 500 FT IN LIGHT RAIN AND FOG. THE MINIMUM DESCENT ALTITUDE FOR THE APPROACH IS 465 FEET AGL.

Brief of Accident (Continued)

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03/03/1995

GAINESVILLE, GA

Aircraft Reg No. N227DM

Time (Local): 19:43 EST

Occurrence #1: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Findings

1. (F) WEATHER CONDITION - LOW CEILING
2. (F) WEATHER CONDITION - RAIN
3. (F) WEATHER CONDITION - FOG
4. (F) LIGHT CONDITION - DARK NIGHT
5. (C) MINIMUM DESCENT ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND

Findings Legend: (C) = Cause, (F) = Factor

The National Transportation Safety Board determines the probable cause(s) of this accident as follows.

THE PILOTS FAILURE TO MAINTAIN THE MINIMUM DESCENT ALTITUDE DURING THE APPROACH. THE WEATHER AND DARK NIGHT LIGHT CONDITION WERE FACTORS.